

# OF INTEREST TO WOMEN

## Social Forms and Entertainment



**Reply to Clementine and Danice.**  
It will seem to you that your letter has been long unanswered, but each must take their turn as the space for "Questions and Answers" is very limited. Sweet apple cider is good and perfectly proper to serve; did you ever try freezing it and serving like sherbet, with small cakes or wafers? I think it is best to sign your own name besides the one you wish used in the department. I like to see girls of your age friendly with more than one boy. There is safety in numbers and you are both too young to make a choice now. I would keep the kodaks, no reason why you should return them. School has probably started now and I am sure you will have a good year.

**The Invitation List.**  
I intend giving a bridge party for a September bride.  
Would you kindly tell me, is it my place or hers to make up the invitation list?—M. E. L.

I fear my answer is too late to help you, but your letter was delayed in reaching me and now September is nearly over. I will just say to you and for the benefit of others that the hostess makes out her list and politely asks the honored guest if she has any special friend whom she would like to include in the invitations.

**For a Girl's Club.**  
Would you please suggest some suitable names for a class of girls about fourteen or fifteen years of age, who wish to organize a club, also motto's and colors.  
What sort of amusement could you suggest at a meeting?—Bee, L.

I wish you had told me more about the club, for what purpose it is to be organized and whether it is a Sunday school class or a day school and whether for amusement only. Write me again.

**Reply to "Rosemond."**  
I am truly grateful for all the nice things you wrote me regarding this column, for it makes me feel as if I was accomplishing a wee bit, if I help even one girl.  
Regarding the "old maid" proposition, there are no old maids in the sense that you mean, and no age limit. There is no reason for not marrying a man a year younger, the difference is very slight. You may take a man's arm if necessary. It seldom is, however, unless the night is very dark or over a dangerous crossing.

**Questions from Brown Eyes.**  
How long should a girl of sixteen wear her dress, what color is becoming to brown eyes and dark hair.  
Thank you for the help I have gotten from your department; I like it so much.

A girl of your age should wear her dresses about to the shoe-top, of course much depends upon the height of the person.  
All the red and rose shades, navy blue, yellow and tan are becoming to the brunette type.

**Reply to "Nancy."**  
The room in the hotel in which the wedding ceremony takes place would seem far more attractive if it contained flowers and palms where the couple are to stand. When a bride is married in a traveling suit at a morning church wedding it is perfectly proper for her to carry a bouquet (not the "showy kind") or she may wear a large bunch of violets with a rose or orchid in the center. I think the latter is preferable.

**Faith's Answer.**  
Perfectly proper for you to ride horseback. Why not? You may ride astride or side saddle, just whichever you prefer. You are rather large for your age, but there are many others; it is true though that for some reason large persons when very young are apt to be taken for older than they really are. You should wear your dresses down to the shoe tops.

**Reply to L. M. N.**  
I cannot give remedies in the department or reply to "Beauty" questions. I see no reason why you should not go occasionally with boys if they are the right kind, and much depends upon you girls whether they are the right kind or not. I should not call you homely and not a bit too small.

**The Proper Thing to Do.**  
Will you please tell me what is the most appropriate for a bride wearing white satin and veil to ride to church in, taxicab or hack.—Mother.

Either a taxicab or carriage may be used by the bride in any garb. Much depends upon the distance and time necessary.  
—MADAME MERRI.

## EVENING HAT



Photo, Copyright, by Underwood & Underwood, N. Y.

An odd hat of black tulle trimmed with rows of black pearls and covered with a huge drooping bunch of bird of paradise feathers, as the latest creation of the Paris milliner. The feathers are placed in such a manner as to fall gracefully about the side of the wearer's face.

## TWO NEAT COTTON DRESSES FOR EARLY FALL OUTINGS

Costumes Easy to Wash, and May Be Made Up in Almost Any Kind of Thin Material.

Either of these simple dresses would be found easy to wash, and might be made in any cotton material.  
The one on the left is in pale pink cotton voile with a ring spot of a darker shade. The skirt is made with a front panel and band at foot cut in one, and set on with a piping of pink mercerized lawn; scalloped are cut in sides of panel, in which buttons are sewn. The bodice also has a panel front, trimmed to match; a lace collar and black satin bow add a smartness.

Materials required: 4½ yards voile 40 inches wide, 1 dozen buttons, ½ yard lawn 40 inches wide for piping.  
Gray and white striped gingham is used for the other design. It is made with a deep band at foot of



skirt, set on with a piping of material cut on the cross, and beaded at sides and back with material cut so that the stripes run horizontally.

The bodice is Magyar, and has a yoke of lace with a strip of insertion beneath; material in the cross outlines the yoke. Lace is used for the cuffs.

Materials required: 5 yards gingham 32 inches wide, ½ yard insertion, ½ yard lace, 1 dozen buttons.

**Simple Trimmings.**  
Very little trimming is required for the school frock. This little may be applied in the shape of a little handwork, ornamenting the yoke, the collar and the cuffs, or perhaps the little strap which marks the side closing. It should be sparingly used, however, and the design should be of the simplest. Next to the touch of handwork comes braid, and very little, again, of this is used. It adds a trim, tailored finish to many a collar, and loops of it are certainly easier to make than buttonholes. The large bound buttonholes are used as decoration features in connection with buttons. A few well-chosen buttons will often add all the trimming that may be desired.

**More Black and White.**  
The black charmeuse or fine cloth skirt—with the short cutaway "Directoire" coat in white charmeuse, is particularly smart, especially when it has large black buttons and is worn with a folded jabot of corresponding period. This has certainly been the best class of model this season, and rumor tells us that "Directoire" modes are in no sense moribund.

**White Felt Hat Is One of the Necessities in Wardrobe of the Smart Woman.**

Have a white felt hat for early autumn outings if you wish to prove to the hot polloi that you know what's what in the great world of fashion. One of the smartest shapes is the high and square-crowned sailor with a flat brim of nearly an inch on the upper side. There is another sailor—so called—although it has a sombrero crown which must be carefully detented. This has the familiar rolling brim that is crushed against the crown at front, back or one side, and never is set quite squarely upon the head. Truth to say, it's a bit rowdyish unless trimmed, as it should be, with a broad band of silk or velvet ribbon ending under a double pump bow.

Lastly, there is the hat of softest felt with brim very narrow all around, save along the left side, where it rolls boldly against a high rounding crown that is banded with an inch-wide length of corded ribbon going twice around and ending with a true lovers' knot. This ribbon is dull green, red, gray, mauve—anything save white, and its hue is repeated in the tie which fastens the white cotton, or flannel outing shirt, and the border on the handkerchief which peeps from the breast pocket of this shirt.

**To Revive Flowers.**  
The fashion for wearing the small, compact nosegays, with their holders of lace paper, is a pretty one. Many women despair of the fact that flowers quickly fade when worn by them.

An amateur gardener confided the secret which kept her bunch of violets fresh during an entire evening. The simple method was this:  
About the stem of the bouquet had been wrapped a piece of waxed sandwich paper and tied with string. Over this was placed the tinfoil used for flowers.

They kept beautifully fresh, and this fact is well worth knowing. Do this immediately when taking the nosegay from the water.

## Value of Percalé.

Not every woman appreciates the qualities of pure white percalé for summer gowns. This fabric is much used by trained nurses for lightweight uniforms which may be laundered to spite and spanness with much less labor than linen requires. Percalé is also cooler than linen and is much lighter in weight. It may be trimmed with stitching and buttons in a very smart style. A young woman who always looks as though she had stepped out of a bandbox always wears white percalé frocks in summer time.

**Collars and Cuffs.**  
Detachable collar and cuffs are always a good idea. These may be made from linen, pique, or any of the lighter materials. Sometimes a plaid or striped fabric is corraled for this purpose. A little of the plaid or striped silk can be used most effectively to give the desired touch of color to an otherwise sombre blue serge dress. It may be added as a hem, with the yoke and sleeves of the plaid in true kimono style, or it may only appear as a binding to the dress, with perhaps a perky little tie of it to hold together the collar. It will prove a useful adjunct in either direction.

## STEERING A BOAT.

The Rig of the Tiller Ropes Often a Source of Danger.

### A CURIOUS LACK OF SYSTEM.

On Some Vessels the Chains Are Crossed, and on Others They Are Straight, and This May Mean Serious Trouble With a Strange Hand at the Wheel.

A bronzed pilot was carefully nursing a big Atlantic liner through the dark and confusion of early morning and innumerable passing craft up the crowded waters of New York bay. The ship was crowded with passengers, most of whom had risen betimes to watch their homecoming. A tense expression, brought on by the tremendous responsibility, cast his grim lines over the pilot's face as he turned into the lower Hudson river and saw a dense fogbank creeping down from the Palisades. Three miles still to go, and 3,000 lives in his hands! Slowly he crept along, almost touching a ferry load of commuters, just skipping a triple tow of sand scows, threading his way through the maze of vessels big and little, the fog denser and more dense, making it impossible to see the shadow of nearing craft more than a couple of lengths away.

Suddenly a departing liner, just hauled out into the stream, loomed up off the starboard bow. The pilot turned ghastly white. "My God! Crossed chains or straight chains? Crossed—or—straight? Heaven help me!" In almost instant desperation he called "Hard aport!" the quartermaster swung the wheel over—and the huge floating hotel slowly turned out and glided by, almost scraping the other.

"Crossed chains—straight chains?" What does this mean? It means this—that there is no invariable rule or system of arranging the tiller ropes on vessels so that the latter always move in the same direction in response to a similar turn of the wheel. If equipped with "crossed chains" the craft will turn the opposite way; if with "straight chains" the wheel must be turned in the same direction the vessel is desired to go. Most ocean vessels are equipped with straight chains, though this is by no means an invariable custom. Sailing craft may be and are fixed either way. On the other hand, harbor boats, including tow-boats, tugs, etc., generally have crossed tiller ropes.

Thus our pilot friend had spent most of his nautical life aboard tugs and other inland boats and when confronted with a crisis of great responsibility wavered momentarily between the influence of his habit of twenty years and the newly acquired information given him as he went aboard. It was just by the sheerest chance that he ordered the wheel turned the correct way.

An able ocean seaman signed for a round trip from Buffalo to Duquith and asked if he could handle the wheel, was sent to the pilot house. They were already under way, and not being familiar with the uncertainties of steering gear, he neglected to ask the usual question, "Crossed chains or straight chains?" The coal steamer neared a scow load of bricks. "Hard aport!" called the mate. The helmsman flung his wheel to starboard, as he had been used to do on the high seas, and his vessel bore down upon the unsuspecting tow. "Hard aport, you idiot!" yelled the mate. "Don't you know this boat has crossed chains?" He reversed the wheel and missed the scow by a bare graze.

Such incidents as these are by no means rare in navigating experience, though fortunately serious accidents therefrom are uncommon either because of a benighted fate watching over befuddled men at the wheel or because they instinctively follow the new conditions and turn the helm in the right direction. Pilots themselves scoff at suggestions of danger, saying that a real seaman's instinct will always save him from making mistakes. All the same, a man experienced in handling vessels of their own particular character is generally standing by the newcomer at the wheel for safety's sake.

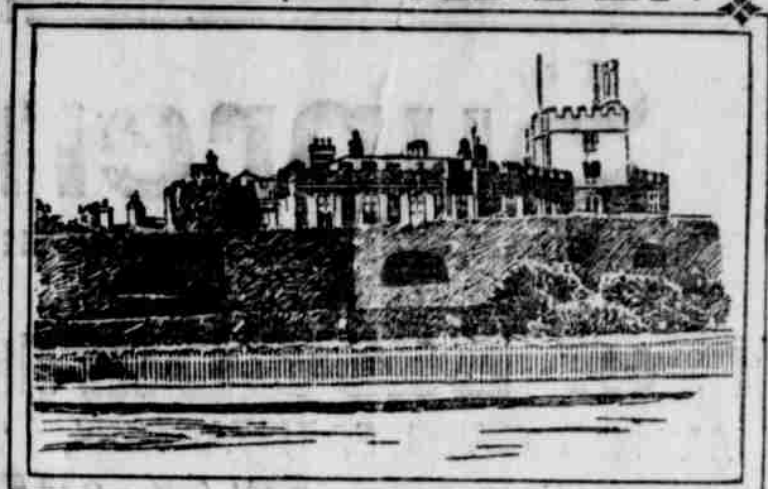
A more common danger, as far as the general public is concerned, is the universal lack of unity in arranging the steering apparatus on motorboats. Most of these craft are exceedingly small, and the tiller ropes are put in at the beginning of every season by the owners themselves, to suit their own particular notions. So, in every flotilla will be seen steering gear of every description, from simple tillers to elaborate brass mounted wheels, the latter with either crossed or straight chains, as individual fancy may dictate. This is safe as long as the owner or one used to the craft is at the wheel, and not many accidents are reported in such circumstances. But accidents have resulted when an amateur boat used to crossed ropes has steered a boat oppositely rigged.

But when one used to a launch with "crossed ropes" (requiring turning the wheel opposite to the direction the boat is to go) takes the wheel of an automobile, then the passengers are fortunate indeed if they are not put into perilous situations; for motorists are not always provided with the "safe instinct" ascribed to experienced seamen, and autos move in the same direction the wheel is turned.

However, crossed chains and straight chains will probably go on their own sweet irresponsible existence for just as long as some great catastrophe is not put up to their lack of regulation.—C. W. Jennings in New York Tribune

**Old Roman Ink.**  
Wax-coated tablets and the stylus furnished the material wherewith the old Romans did their ordinary writing. But for permanent records, there were used a reed pen, parchment, and a kind of liquid pigment or ink.—Harper's Weekly.

## HOME OF CINQUE PORTS WARDEN



WALMER CASTLE

**W**ALMER CASTLE, the famous old fortress near Deal, once more is the residence of the Lord Warden of the Cinque Ports. Since the death of Lady Curzon, whose fatal illness began at the castle in her husband's occupancy of the historic but now largely ornamental post of Lord Warden, the old place has been considered unhealthy, and when Lord Curzon resigned the wardenship and it was taken over by the present king—then Prince of Wales—Walmer ceased to be a residence and became a show place.

It has been visited every summer since by hundreds of American and other travelers, all eager to explore the picturesque stronghold whose ancient occupants had the job of defending the whole of England on their shoulders. The Duke of Wellington, greatest of Lord Wardens of the Cinque Ports, died at Walmer, where his bedroom is to be seen practically just as he left it, and the long list of previous Lord Wardens includes the names of William Pitt and that of Lord North, through whose compliance with the freaks of his royal master, George II, the thirteen American colonies were lost to England.

### Shorn of Powers.

When King George V. came to the throne he resigned the Lord Warden-ship of the Cinque Ports, having plenty to worry him without that, and the job was passed along to Lord Brassey, the famous naval expert, Civil Lord of the Admiralty, ex-Governor of Victoria, and owner of the yacht Sunbeam, in which he has covered more than 300,000 miles. That was two years ago, and until recently His Lordship has shown no disposition to interfere with the "status quo" so far as Walmer Castle is concerned. As Lord Warden, apart from appearing at great state functions in the picturesque robes of his office, he has nothing to do except preside occasionally over the old courts of Shepway and Gwent, which have been shorn of nearly all their ancient powers, and to appoint justices of the peace within the jurisdiction of the Cinque Ports. Incidentally the only return he gets for doing these things is the right to occupy Walmer Castle, so a little time back he decided to exercise it. He and Lady Brassey, who evidently is willing to risk injury to her health, went down and inspected the old castle, and as a result they have had it almost entirely refurbished and have now taken up their abode there. The castle has been closed to the public for some time past, and this season's American travelers have not been able to see the iron Duke's bedroom nor the other historical relics of which the place is full.

No doubt Lord Brassey is just as glad that he is Lord Warden of the Cinque Ports now, instead of, say, 500 years ago. To do him justice, however, he probably would be capable of organizing if not fighting a bigger fleet than Britain could muster at that time, which things were the chief duties of the Lord Wardens or Lord Admirals, as they were called at first. "Cinque Ports," of course, means Five Ports in plain English, and in olden times it was up to the ports of Hastings, Sandwich, Dover, Romney and Hythe to defend the rest of the kingdom from attack by sea. They are all situated on the southeastern coast of England, which faces France, the "traditional enemy" of Britain before the entente cordiale came into being, and even in the days of Edward the Confessor these five towns, as the watchdogs of the kingdom, enjoyed a special charter of privileges. Their history, in this capacity, covers nearly a thousand years. Here it was that the white cliffs of Albion shone bright above the waters within view of her Continental enemies, and here that Caesar, Hengist, Canute and William the Conqueror landed and a hundred times successful invaders were ignominiously driven back or destroyed.

**Britain's "Wooden Walls."**  
It was the Norman Conqueror who, after humbling Rome to the dust for its resistance to himself, really organized the "cinque ports." In his time there was no British navy, nor a single port capable of furnishing a harbor for a big fleet, and so the Cinque Ports divided the responsibility of furnishing the "Wooden Walls" of England and looked after them. At the time of Edward I. they were bound to provide no less than fifty-seven ships, fully equipped and manned at their own cost, but in return the Five Ports formed a little principality by themselves, whose

citizens had no taxes to pay, and whose head, afterward called the Lord Warden, was a kind of Pook-Bah, who combined in his single person the functions of sheriff, keeper of the rolls, lord lieutenant and admiral. He also nominated the representatives of the five towns in Parliament, who, to this day, are known as the Barons of the Cinque Ports.

They were great fighters, and as good shipbuilders, were those sea-dogs of the Cinque Ports. Their ships were so strong that they really preferred to fight in a gale, and their favorite attack was to "rain" an enemy. Either the rammer or the rammed was pretty sure to go to the bottom, and if their craft was the unlucky one, they boarded the opposing vessel and threw its crew into the water. Even King John was able to lie in peace in the Isle of Wight with the merry men of the Cinque Ports guarding its shores, and when Pope Innocent sent over a Bull of Excommunication, which consigned the king's soul to a locality famous for its warmth, the men of Sandwich sallied forth in their ships, seized the vessel containing the Bull, tore the golden instrument to shreds and cast it upon the waves. In their spare time they were pirates. They called it "policing the seas," but the French and German towns they plundered and occasionally burned, even in times of peace, found it hard to detect the difference. More than once their original methods of "policing" plunged their country into war, but as they themselves had to do the fighting, it didn't matter much to anybody else.

There have been big changes since those times. Even the ancient organization of the Cinque Ports has been broken up by modern legislation, and in 1855 the Lord Warden's jurisdiction over the law courts and other civil machinery was done away with. The number of the Cinque Port barons has been reduced from sixteen to three. Little, in fact, but old Walmer Castle itself remains to recall the glorious past of the Five Ports.

The castle was built by Henry VIII., the much-married. He intended it only for a fort, the first of a series which were to defend the coast line from Sandwich to Dover, but in time it became the official headquarters of the Lord Wardens. Many royalties were wardens of the Cinque Ports, among them Prince George of Denmark, the illustrious consort of Queen Anne.



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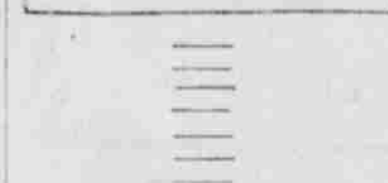
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